

Exhibit 4

Not Converted to TIFF

Direct Fix Track							
			\$2,014				
	LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
ERT 1	12,913	\$ 2,590	\$ 33,441,971			\$ 19,212,124	\$ 52,654,096
ERT 2	12,013	\$ 2,590	\$ 31,111,160			\$ 20,569,608	\$ 51,680,767
NRT S	13,480	\$ 2,590	\$ 34,910,383			\$ 40,151,592	\$ 75,061,975
NRT N	13,480	\$ 2,590	\$ 34,910,383			\$ 44,703,897	\$ 79,614,280
			\$ 134,373,897			\$ 124,637,221	\$ 259,011,118

Direct Fix Track							
			\$2,014				
	LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
ERT 1	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
ERT 2	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
NRT S	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
NRT N	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
			#REF!	#REF!	#REF!	#REF!	#REF!

Direct Fix Track							
			\$2,014				
	LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
ERT 1	#REF!	#REF!	#REF!			#REF!	#REF!
ERT 2	#REF!	#REF!	#REF!			#REF!	#REF!
NRT S	#REF!	#REF!	#REF!			#REF!	#REF!
NRT N	#REF!	#REF!	#REF!			#REF!	#REF!
			#REF!			#REF!	#REF!

Scenario 1 - 24/7

Demo Bench						
\$2,014						
LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
25,826	\$ 1,426	\$ 36,824,200			\$ 21,155,185	\$ 57,979,385
24,026	\$ 1,426	\$ 34,257,656			\$ 22,649,961	\$ 56,907,617
26,960	\$ 1,426	\$ 38,441,123			\$ 44,212,414	\$ 82,653,536
26,960	\$ 1,426	\$ 38,441,123			\$ 49,225,126	\$ 87,666,249
		\$ 147,964,101			\$ 137,242,686	\$ 285,206,787

Scenario 2 -26 weekends per year

Demo Bench						
LF	Unit Cost	Total Cost			Escalation	Grand Total
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
		#REF!			#REF!	#REF!

Scenario 2 -15 weekends per year

Demo Bench						
LF	Unit Cost	Total Cost			Escalation	Grand Total
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
		#REF!			#REF!	#REF!

New Bench						
\$2,014						
LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
25,826	\$ 1,808	\$ 46,696,393			\$ 26,826,675	\$ 73,523,068
24,026	\$ 1,808	\$ 43,441,785			\$ 28,722,185	\$ 72,163,969
26,960	\$ 1,808	\$ 48,746,796			\$ 56,065,311	\$ 104,812,107
26,960	\$ 1,808	\$ 48,746,796			\$ 62,421,881	\$ 111,168,676
		\$ 187,631,769			\$ 174,036,051	\$ 361,667,821

New Bench						
LF	Unit Cost	Total Cost			Escalation	Grand Total
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
		#REF!			#REF!	#REF!

New Bench						
LF	Unit Cost	Total Cost			Escalation	Grand Total
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
		#REF!			#REF!	#REF!

Total Cost	Total Escalation	Grand Total
\$ 116,962,564	\$ 67,193,984	\$ 184,156,548
\$ 108,810,601	\$ 71,941,753	\$ 180,752,353
\$ 122,098,301	\$ 140,429,317	\$ 262,527,619
\$ 122,098,301	\$ 156,350,904	\$ 278,449,205
\$ 469,969,768	\$ 435,915,958	\$ 905,885,726

Total Cost	Total Escalation	Grand Total
#REF!	#REF!	#REF!
#REF!	#REF!	#REF!
#REF!	#REF!	#REF!
#REF!	#REF!	#REF!
#REF!	#REF!	#REF!

Total Cost	Total Escalation	Grand Total
#REF!	#REF!	#REF!
#REF!	#REF!	#REF!
#REF!	#REF!	#REF!
#REF!	#REF!	#REF!
#REF!	#REF!	#REF!

Basis Year 2014		28,503 313																				
		Scenario 1 Scenario 1		Scenario 1																		
Weeks	Years	91	Crack and Delamination Repair		Direct Fixation (D.F.) Track																	
		2	Escalation		Start Date	End Date	Midpoint	Escalation Duration	3.50%	Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	\$ 2,014		Escalated to Midpoint	
Tunnel		\$	Unit Cost (TF)	Total Cost															Unit Cost	Total Cost	\$	
ERT 1		\$	-	2019	2021	2020	6.0	122.9%			8,760	1,200	TF/Week	7.3		\$ 2,590	\$ 22,686,569	\$ 3,184	\$ 27,887,585	\$ 5,201,017		
ERT 2		\$	-	2019	2021	2020	6.0	122.9%			7563	\$ 1,200	TF/Week	6.3		\$ 2,590	\$ 19,586,589	\$ 3,184	\$ 24,076,919	\$ 4,490,330		
NRT S		\$	-	2028	2030	2029	15.0	167.5%			6300	\$ 1,200	TF/Week	5.3		\$ 2,590	\$ 16,315,683	\$ 4,339	\$ 27,334,460	\$ 11,018,777		
NRT N		\$	-	2028	2030	2029	15.0	167.5%			5880	\$ 1,200	TF/Week	4.9		\$ 2,590	\$ 15,227,971	\$ 4,339	\$ 25,512,163	\$ 10,284,192		
		\$	-											28,503			\$ 73,816,811		\$ 104,811,128		\$ 30,994,316	
Weeks	Years	74.65	Crack and Delamination Repair		Direct Fixation (D.F.) Track																	
		1.44	Escalation		Start Date	End Date	Midpoint	Escalation Duration	3.50%	Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	\$ 2,014		Escalated to Midpoint	
Tunnel		\$	Unit Cost (TF)	Total Cost															Unit Cost	Total Cost	\$	
ERT 1		\$	-	2021	2022.4	2021.72	7.7	130.4%			4,153	1,200	TF/Week	3.5		\$ 2,590	\$ 10,755,402	\$ 3,378	\$ 14,027,043	\$ 3,271,642		
ERT 2		\$	-	2021	2022.4	2021.72	7.7	130.4%			4450	\$ 1,200	TF/Week	3.7		\$ 2,590	\$ 11,524,570	\$ 3,378	\$ 15,030,181	\$ 3,505,612		
NRT S		\$	-	2030	2031.4	2030.72	16.7	177.7%			7180	\$ 1,200	TF/Week	6.0		\$ 2,590	\$ 18,594,699	\$ 4,603	\$ 33,051,548	\$ 14,456,849		
NRT N		\$	-	2030	2031.4	2030.72	16.7	177.7%			7600	\$ 1,200	TF/Week	6.3		\$ 2,590	\$ 19,682,411	\$ 4,603	\$ 34,984,925	\$ 15,302,514		
		\$	-											23,383			\$ 60,557,082		\$ 4,152	\$ 97,093,698	\$ 36,536,616	
Weeks	Years	165.65	Crack and Delamination Repair		Direct Fixation (D.F.) Track																	
		3.19	Escalation		Start Date	End Date	Midpoint	Escalation Duration	3.50%	Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	\$ 2,014		Escalated to Midpoint	
Tunnel		\$	Unit Cost (TF)	Total Cost															Unit Cost	Total Cost	\$	
ERT 1		\$	-							12,913	1,200	TF/Week	10.8		\$ 2,590	\$ 33,441,971	\$ 3,246	\$ 41,914,629	\$ 8,472,658			
ERT 2		\$	-							12013	\$ 1,200	TF/Week	10.0		\$ 2,590	\$ 31,111,159	\$ 3,255	\$ 39,107,100	\$ 7,995,941			
NRT S		\$	-							13480	\$ 1,200	TF/Week	11.2		\$ 2,590	\$ 34,910,382	\$ 4,480	\$ 60,386,008	\$ 25,475,626			
NRT N		\$	-							13480	\$ 1,200	TF/Week	11.2		\$ 2,590	\$ 34,910,382	\$ 4,488	\$ 60,497,088	\$ 25,586,706			
		\$	-														\$ 134,373,893		\$ 201,904,825		\$ 67,530,932	

Basis Year 2014		28,503 313																				
		Scenario 1	Scenario 1																			
		"A" - Damaged Lengths of Tunnels																				
Weeks		91	Bench Wall Demo																			
Years		2															\$2014		Escalated to Midpoint		Escalation	
		Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	Unit Cost (Bench LF)	Total Cost	Unit Cost	Total Cost	\$		
		ERT 1	2019	2021	2020	6.0	122.9%			8940	960	LF/Week		9.3		\$ 1,426	\$ 12,747,168	\$ 1,753	\$ 15,669,524	\$ 2,922,356		
		ERT 2	2019	2021	2020	6.0	122.9%			8722	960	LF/Week		9.1		\$ 1,426	\$ 12,436,331	\$ 1,753	\$ 15,287,426	\$ 2,851,095		
		NRT S	2028	2030	2029	15.0	167.5%			6194	960	LF/Week		6.5		\$ 1,426	\$ 8,831,762	\$ 2,389	\$ 14,796,283	\$ 5,964,520		
		NRT N	2028	2030	2029	15.0	167.5%			5600	960	LF/Week		5.8		\$ 1,426	\$ 7,984,803	\$ 2,389	\$ 13,377,330	\$ 5,392,527		
																		\$ 42,000,063		\$ 59,130,562		\$ 17,130,499
		"B" - Remaining Length of Tunnels																				
Weeks		74.65	Bench Wall Demo																			
Years		1.44															\$2014		Escalated to Midpoint		Escalation	
		Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	Unit Cost (Bench LF)	Total Cost	Unit Cost	Total Cost	\$		
		ERT 1	2021	2022.4	2021.72	7.7	130.4%			16886	960	LF/Week		17.6		\$ 1,426	\$ 24,077,033	\$ 1,860	\$ 31,400,926	\$ 7,323,894		
		ERT 2	2021	2022.44	2021.72	7.7	130.4%			15304	960	LF/Week		15.9		\$ 1,426	\$ 21,821,326	\$ 1,860	\$ 28,459,065	\$ 6,637,740		
		NRT S	2030	2031.44	2030.72	16.7	177.7%			20766	960	LF/Week		21.6		\$ 1,426	\$ 29,609,360	\$ 2,534	\$ 52,629,794	\$ 23,020,434		
		NRT N	2030	2031.44	2030.72	16.7	177.7%			21360	960	LF/Week		22.3		\$ 1,426	\$ 30,456,320	\$ 2,534	\$ 54,135,241	\$ 23,678,921		
																		\$ 105,964,038		\$ 166,625,026		\$ 60,660,988
		"A+B" - Full Length of Tunnels																				
Weeks		165.65	Bench Wall Demo																			
Years		3.19															\$2014		Escalated to Midpoint		Escalation	
		Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	Unit Cost (Bench LF)	Total Cost	Unit Cost	Total Cost	\$		
		ERT 1								25826	960	LF/Week		26.9		\$ 1,426	\$ 36,824,200	\$ 1,823	\$ 47,070,450	\$ 10,246,250		
		ERT 2								24026	960	LF/Week		25.0		\$ 1,426	\$ 34,257,656	\$ 1,821	\$ 43,746,491	\$ 9,488,835		
		NRT S								26960	960	LF/Week		28.1		\$ 1,426	\$ 38,441,123	\$ 2,501	\$ 67,426,077	\$ 28,984,954		
		NRT N								26960	960	LF/Week		28.1		\$ 1,426	\$ 38,441,123	\$ 2,504	\$ 67,512,571	\$ 29,071,448		
																		\$ 147,964,101		\$ 225,755,589		\$ 77,791,487

Basis Year 2014		28,503 313																					
		Scenario 1		Scenario 1																			
Weeks		91		Bench Wall New																			
Years		2							3.50%								\$2014		Escalated to Midpoint		Escalation		
		Tunnel		Start Date	End Date	Midpoint	Escalation Duration		Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	Unit Cost (Bench LF)	Total Cost	Unit Cost	Total Cost	\$	
		ERT 1		2019	2021	2020	6.0		122.9%			8940	700	LF/Week			12.8		\$ 1,808	\$ 16,164,553	\$ 2,223	\$ 19,870,363	\$ 3,705,810
		ERT 2		2019	2021	2020	6.0		122.9%			8722	700	LF/Week			12.5		\$ 1,808	\$ 15,770,384	\$ 2,223	\$ 19,385,829	\$ 3,615,445
		NRT S		2028	2030	2029	15.0		167.5%			6194	700	LF/Week			8.8		\$ 1,808	\$ 11,199,468	\$ 3,029	\$ 18,763,015	\$ 7,563,548
		NRT N		2028	2030	2029	15.0		167.5%			5600	700	LF/Week			8.0		\$ 1,808	\$ 10,125,447	\$ 3,029	\$ 16,963,656	\$ 6,838,209
																		\$ 53,259,852		\$ 74,982,863		\$ 21,723,011	
Weeks		74.65		Bench Wall New																			
Years		1.44							3.50%									\$2014		Escalated to Midpoint		Escalation	
		Tunnel		Start Date	End Date	Midpoint	Escalation Duration		Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	Unit Cost (Bench LF)	Total Cost	Unit Cost	Total Cost	\$	
		ERT 1		2021	2022.4	2021.72	7.7		130.4%			16886	700	LF/Week			24.1		\$ 1,808	\$ 30,531,840	\$ 2,358	\$ 39,819,195	\$ 9,287,355
		ERT 2		2021	2022.44	2021.72	7.7		130.4%			15304	700	LF/Week			21.9		\$ 1,808	\$ 27,671,401	\$ 2,358	\$ 36,088,651	\$ 8,417,250
		NRT S		2030	2031.44	2030.72	16.7		177.7%			20766	700	LF/Week			29.7		\$ 1,808	\$ 37,547,328	\$ 3,214	\$ 66,739,306	\$ 29,191,978
		NRT N		2030	2031.44	2030.72	16.7		177.7%			21360	700	LF/Week			30.5		\$ 1,808	\$ 38,621,349	\$ 3,214	\$ 68,648,347	\$ 30,026,998
																		\$ 134,371,917		\$ 211,295,498		\$ 76,923,581	
Weeks		165.65		Bench Wall New																			
Years		3.19							3.50%									\$2014		Escalated to Midpoint		Escalation	
		Tunnel		Start Date	End Date	Midpoint	Escalation Duration		Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	Unit Cost (Bench LF)	Total Cost	Unit Cost	Total Cost	\$	
		ERT 1										25826	700	LF/Week			36.9		\$ 1,808	\$ 46,696,393	\$ 2,311	\$ 59,689,558	\$ 12,993,165
		ERT 2										24026	700	LF/Week			34.3		\$ 1,808	\$ 43,441,785	\$ 2,309	\$ 55,474,479	\$ 12,032,694
		NRT S										26960	700	LF/Week			38.5		\$ 1,808	\$ 48,746,796	\$ 3,171	\$ 85,502,321	\$ 36,755,525
		NRT N										26960	700	LF/Week			38.5		\$ 1,808	\$ 48,746,796	\$ 3,176	\$ 85,612,003	\$ 36,865,207
																		\$ 187,631,769		\$ 286,278,361		\$ 98,646,592	

Basis Year		28,503			
2014		313			
		Scenario 1	Scenario 1		
Weeks		91			
Years		2	\$2014	Escalated	Escalation
Tunnel			Total Cost	Total Cost	\$
ERT 1			\$ 51,598,289	\$ 63,427,472	\$ 11,829,183
ERT 2			\$ 47,793,304	\$ 58,750,173	\$ 10,956,869
NRT S			\$ 36,346,913	\$ 60,893,759	\$ 24,546,845
NRT N			\$ 33,338,221	\$ 55,853,149	\$ 22,514,929
			\$ 169,076,727	\$ 238,924,553	\$ 69,847,826
Weeks		74.65			
Years		1.44	\$2014	Escalated	Escalation
Tunnel			Total Cost	Total Cost	\$
ERT 1			\$ 65,364,274	\$ 85,247,164	\$ 19,882,890
ERT 2			\$ 61,017,296	\$ 79,577,897	\$ 18,560,601
NRT S			\$ 85,751,387	\$ 152,420,648	\$ 66,669,261
NRT N			\$ 88,760,080	\$ 157,768,513	\$ 69,008,433
			\$ 300,893,037	\$ 475,014,222	\$ 174,121,185
Weeks		165.65			
Years		3.19	\$2014	Escalated	Escalation
Tunnel			Total Cost	Total Cost	\$
ERT 1			\$ 116,962,563	\$ 148,674,637	\$ 31,712,073
ERT 2			\$ 108,810,600	\$ 138,328,070	\$ 29,517,471
NRT S			\$ 122,098,301	\$ 213,314,406	\$ 91,216,106
NRT N			\$ 122,098,301	\$ 213,621,662	\$ 91,523,362
			\$ 469,969,764	\$ 713,938,775	\$ 243,969,011
			TRUE	TRUE	TRUE

Scenario	Description	Construction Start	Duration - Years		Estimated Completion		ERTs - Cost		NRTs - Cost	
			ERT	NRT	ERT	NRT	2014 - \$'s	Escalated	2014 - \$'s	Escalated
								Mid-Point Construction @ 3.5%/yr		Mid-Point Construction @ 3.5%/yr
24/7	ESTs & NRTs full closure (Portal to Portal)	ERT-2016 NRT-2025	3.1	3.3	2019.1	2028.4	334,591,000	377,055,000	354,607,000	546,572,000

Cost Summary		
Scenario	2014 - \$'s	Escalated
24/7	689,198,000	923,627,000

Basis Year
2014

51,886 TF
153 TF/Week

Scenario 1																				
	Power Washing																			
Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50%	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	\$2,014				Escalated to Midpoint		Escalation
					Escalation (3.5%/Year)									Unit Cost	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost	\$
ERT 1	2015	2015	2015	1	103.5%			4,470	1200	TF/Week			3.73	\$ 425.00	\$ 1,899,750	\$ 816,893	\$ 2,716,643	\$ 629	\$ 2,811,725	\$ 95,082.49
ERT 2	2015	2015	2015	1	103.5%			4361	1200	TF/Week			3.63	\$ 425.00	\$ 1,853,425	\$ 796,973	\$ 2,650,398	\$ 629	\$ 2,743,162	\$ 92,763.92
NRT S	2015	2015	2015	1	103.5%			3097	1200	TF/Week			2.58	\$ 425.00	\$ 1,316,225	\$ 565,977	\$ 1,882,202	\$ 629	\$ 1,948,079	\$ 65,877.06
NRT N	2015	2015	2015	1	103.5%			2800	1200	TF/Week			2.33	\$ 425.00	\$ 1,190,000	\$ 511,700	\$ 1,701,700	\$ 629	\$ 1,761,260	\$ 59,559
														\$ 6,259,400				\$ 9,264,225		\$ 313,283

Basis Year
2014

51,886
153

	Scenario 1																			
	Crack and Delamination Repair																			
Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	\$2,014				Escalated to Midpoint		Escalation
														Unit Cost	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost	\$
ERT 1	2015	2015	2015	1	103.5%			2,628	1200	TF/Weekend			2.19	\$ 850.00	\$ 2,233,800	\$ 960,534	\$ 3,194,334	\$ 1,258	\$ 3,306,136	\$ 111,801.69
ERT 2	2015	2015	2015	1	103.5%			2611	1200	TF/Weekend			2.18	\$ 850.00	\$ 2,219,350	\$ 954,321	\$ 3,173,671	\$ 1,258	\$ 3,284,749	\$ 111,078.47
NRT S	2015	2015	2015	1	103.5%			1194	1200	TF/Weekend			1.00	\$ 850.00	\$ 1,014,900	\$ 436,407	\$ 1,451,307	\$ 1,258	\$ 1,502,103	\$ 50,795.74
NRT N	2015	2015	2015	1	103.5%			305	1200	TF/Weekend			0.25	\$ 850.00	\$ 259,250	\$ 111,478	\$ 370,728	\$ 1,258	\$ 383,703	\$ 12,975
								6,738					\$ 5,727,300	\$ 2,462,739	\$ 8,190,039			\$ 8,476,690	\$ 286,651	

Basis Year
2014

51,886
153

	Scenario 1																				
Portal to Portal Full Length Repairs																					
	Direct Fixation (D.F.) Track																				
Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50%	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week)	Units	No. Shifts	No. Weeks	No. Weekends	\$ 2,014				Escalated to Midpoint		Escalation	
					Escalation (3.5%/Year)									Unit Cost (TF)	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost	\$	
ERT 1	2016	2018	2,016.8	2.8	110.1%			12,913	1,200	TF/Week		10.8		\$ 2,590	\$ 33,441,971	\$ 14,380,048	\$ 47,822,019	\$ 4,078	\$ 52,654,096	\$ 19,212,124	
ERT 2	2018	2019	2,018.4	4.4	116.2%			12013	\$ 1,200	TF/Week		10.0		\$ 2,590	\$ 31,111,160	\$ 13,377,799	\$ 44,488,958	\$ 4,302	\$ 51,680,767	\$ 20,569,608	
NRT S	2025	2027	2,025.9	11.9	150.4%			13480	\$ 1,200	TF/Week		11.2		\$ 2,590	\$ 34,910,383	\$ 15,011,465	\$ 49,921,848	\$ 5,568	\$ 75,061,975	\$ 40,151,592	
NRT N	2027	2028	2,027.6	13.6	159.5%			13480	\$ 1,200	TF/Week		11.2		\$ 2,590	\$ 34,910,383	\$ 15,011,465	\$ 49,921,848	\$ 5,906	\$ 79,614,280	\$ 44,703,897	
								51,886					\$ 134,373,897				\$ 259,011,118				\$ 124,637,221

Basis Year
2014

51,886
153

	Scenario 1																					
	Bench Wall Demo																					
	Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	\$2014				Escalated to Midpoint		Escalation	
															Unit Cost (Bench LF)	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost	\$	
	ERT 1	2016	2018	2016.798	2.8	110.1%			25,826	960	LF/Week		26.9			\$ 1,426	\$ 36,824,200	\$ 15,834,406	\$ 52,658,606	\$ 2,245	\$ 57,979,385	\$ 21,155,185
	ERT 2	2018	2019	2018.356	4.4	116.2%			24,026	960	LF/Week		25.0			\$ 1,426	\$ 34,257,656	\$ 14,730,792	\$ 48,988,448	\$ 2,369	\$ 56,907,617	\$ 22,649,961
	NRT S	2025	2027	2025.856	11.9	150.4%			26960	960	LF/Week		28.1			\$ 1,426	\$ 38,441,123	\$ 16,529,683	\$ 54,970,805	\$ 3,066	\$ 82,653,536	\$ 44,212,414
	NRT N	2027	2028	2027.567	13.6	159.5%			26960	960	LF/Week		28.1			\$ 1,426	\$ 38,441,123	\$ 16,529,683	\$ 54,970,805	\$ 3,252	\$ 87,666,249	\$ 49,225,126
																\$ 147,964,101				\$ 285,206,787		\$ 137,242,686

Basis Year
2014

51,886
153

	Scenario 1																						
	Bench Wall New																						
	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Weeks	\$2014				Escalated to Midpoint		Escalation							
Tunnel										Unit Cost (Bench LF)	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost	\$							
ERT 1	2016	2018	2016.798	2.8	110.1%	25826	700	LF/Week	36.9	\$	1,808	\$	46,696,393	\$	20,079,449	\$	66,775,842	\$	2,847	\$	73,523,068	\$	26,826,675
ERT 2	2018	2019	2018.356	4.4	116.2%	24026	700	LF/Week	34.3	\$	1,808	\$	43,441,785	\$	18,679,967	\$	62,121,752	\$	3,004	\$	72,163,969	\$	28,722,185
NRT S	2025	2027	2025.856	11.9	150.4%	26960	700	LF/Week	38.5	\$	1,808	\$	48,746,796	\$	20,961,122	\$	69,707,918	\$	3,888	\$	104,812,107	\$	56,065,311
NRT N	2027	2028	2027.567	13.6	159.5%	26960	700	LF/Week	38.5	\$	1,808	\$	48,746,796	\$	20,961,122	\$	69,707,918	\$	4,123	\$	111,168,676	\$	62,421,881
											\$ 187,631,769						\$ 361,667,821		\$ 174,036,051				

Basis Year		51,886				
2014		153				
		Scenario 1				
		TOTALS				
		\$2014		Escalated	Escalation	
Tunnel		Total Hard Cost	Total Soft Cost (43%)	Total Cost	Total Escalated Cost	
					\$	
83 Weeks	ERT 1	\$ 121,096,114	\$ 52,071,329	\$ 173,167,443	\$ 190,274,409	\$ 17,106,966
79 Weeks	ERT 2	\$ 112,883,376	\$ 48,539,851	\$ 161,423,227	\$ 186,780,264	\$ 25,357,037
89 Weeks	NRT S	\$ 124,429,426	\$ 53,504,653	\$ 177,934,080	\$ 265,977,800	\$ 88,043,720
89 Weeks	NRT N	\$ 123,547,551	\$ 53,125,447	\$ 176,672,999	\$ 280,594,168	\$ 103,921,169
340		\$ 481,956,468	\$ 207,241,281	\$ 689,197,749	\$ 923,626,641	\$ 234,428,892

Tunnel	Inundated Length-LF	Length to Portal-LF for D.F.						Direct Fixation (D.F.) Track	Bench Wall Replacement
ERT Line 1	4,206	8,760	535	257	\$2,250,000	\$832	3,500,000	\$35,040,000	\$33,600,000
ERT Line 2	4,061	7,800	517	269	\$2,100,000	\$862	3,500,000	\$31,200,000	\$32,800,000
NRT- North	3,097	6,300	242	119	\$750,000	\$504	1,560,000	\$12,388,000	\$27,000,000
NRT- South	2,314	5,880	270	106	\$625,000	\$173	400,000	\$9,256,000	\$21,200,000
Subtotals	13,678	28,740			\$5,725,000		\$8,960,000	\$87,884,000	\$114,600,000
Soft Costs*	NA	NA			\$1,030,500		\$1,612,800	\$15,819,120	\$20,628,000
Force Protection**	NA	NA			\$1,431,250		\$2,240,000	\$21,971,000	\$28,650,000
Totals	NA	NA			\$8,186,750		\$12,812,800	\$125,674,120	\$163,878,000
Grand Total	\$310,551,670								
Range	\$300 to \$325 Million								

* 10% Engineering + 8% Construction Management

** Force Protection 25%

Direct Fixation \$/LF 4000

Schedule D.F. 81 28740/(2*177)

Schedule Bench Walls

4000

PROJECT: AMTRAK TUNNEL CLEANING
NEW YORK, NEW YORK

EST BY: JCK DATE: 8/28/2014
CKD BY: DC DATE: 8/28/2014

ITEM NO.	DESCRIPTION	QTY	UNIT	LABOR					MATERIAL		EQUIPMENT		SUBS		TOTAL COST		TOTAL BID COST	
				UNIT COST	MHRS	MHF	\$/HR	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL
	BENCHWALL DEMOLITION	63.417	CY	\$483.49	182,307.95	2.87	*****	\$30,661,221	\$63.59	\$4,032,634	\$164.62	\$10,439,625	\$0.00	\$0.00	\$711.69	\$45,133,480.04	\$1,295.93	\$82,184,005.14
	EXISTING CABLE REMOVAL	206.205	LF	\$10.87	16,678.56	0.08	*****	\$2,241,182	-\$5.87	-\$1,210,411	\$0.00	\$0	\$0.00	\$0.00	\$5.00	\$1,030,770.95	\$9.10	\$1,876,941.13
	TEMPORARY CONDUIT	206.205	LF	\$19.23	32,815.50	0.16	*****	\$3,965,206	\$8.30	\$1,710,618	\$0.00	\$0	\$0.00	\$0.00	\$27.53	\$5,675,823.51	\$50.12	\$10,335,163.78
	TEMPORARY CABLE	206.205	LF	\$22.49	34,509.12	0.17	*****	\$4,637,163	\$120.05	\$24,754,809	\$0.00	\$0	\$0.00	\$0.00	\$142.54	\$29,391,972.31	\$259.55	\$53,520,136.29
	PERMANENT CONDUIT	413.550	LF	\$12.94	44,298.18	0.11	*****	\$5,352,697	\$8.04	\$3,323,116	\$0.00	\$0	\$0.00	\$0.00	\$20.98	\$8,675,812.95	\$38.20	\$15,797,874.56
	DRILL & GROUT REBAR	103.772	LF	\$43.33	41,970.75	0.40	*****	\$4,496,866	\$3.33	\$365,823	\$0.00	\$0	\$0.00	\$0.00	\$46.86	\$4,862,688.64	\$85.33	\$8,854,518.35
	REINFORCING STEEL	9,512.433	LB	\$3.18	283,424.44	0.03	*****	\$30,250,109	\$0.90	\$8,551,447	\$0.00	\$0	\$0.00	\$0.00	\$4.08	\$38,801,555.70	\$7.43	\$70,654,140.79
	FORMWORK	622.632	SF	\$18.05	93,204.71	0.15	*****	\$11,236,345	\$1.35	\$839,603	\$0.00	\$0	\$0.00	\$0.00	\$19.40	\$12,075,947.79	\$35.32	\$21,989,214.09
	CONCRETE	63.417	CY	\$343.94	174,039.16	2.74	*****	\$21,811,862	\$246.81	\$15,652,120	\$18.75	\$1,189,050	\$0.00	\$0.00	\$609.51	\$38,653,031.70	\$1,109.86	\$70,383,691.95

103772
Total
Loaded Cost
Unit Cost

Production
Rate per
Manhours week
Total
Manhours /Week
Crew
Hours/ Week
No of
People

266.311	960	108.10	2,464	168	15
636.937	700	148.25	4,296	168	26

Notes:
Benchwall is 33 SF per Track Foot
Demo = 15,231 TF * 33 SF/TF = 18,616 CY (Same for Concrete)
Reinforcing = 150 PCY = 18,616 * 150 = 2,792,400 #
Formwork = 30,462 LF * 6 FT Height = 182,772 SF

TOTAL ESTIMATED CONSTRUCTION COST		GENERAL CONDITIONS		15.00%	\$184,301,083.58
					\$27,645,162.54
SUBTOTAL					\$211,946,246.12
OVERHEAD & PROFIT				20.00%	\$42,389,249.22
SUBTOTAL					\$254,335,495.35
SUBGUARD				1.5%	\$3,815,032.43
SUBTOTAL					\$258,150,527.78
CONTINGENCY				30%	\$77,445,158.33
TOTAL PROJECTED BID					\$335,595,686.11
51,886		TF			\$6,468
ERT #1		12,913		TF	\$6,468 \$ 83,520,547
ERT #2		12,013		TF	\$6,468 \$ 77,699,398
NRT - NORTH		13,480		TF	\$6,468 \$ 87,187,870
NRT - SOUTH		13,480		TF	\$6,468 \$ 87,187,870
TOTAL COST					\$ 335,595,686
					3233.971458

Track & Ballast Replacement

TRACK & BALLAST REPLACEMENT	51,886	TF	\$461.24	99,330.07	1.91	*****	\$23,931,816	\$872.59	\$45,275,004	\$88.43	\$4,588,094	\$0.00	\$0.00	\$1,422.25	\$73,794,913.98	\$2,589.79	\$134,373,896.82			
TOTAL ESTIMATED CONSTRUCTION COST															\$73,794,913.98					
GENERAL CONDITIONS															15.00%	\$11,069,237.10				
SUBTOTAL															\$84,864,151.08					
OVERHEAD & PROFIT															20.00%	\$16,972,830.22				
SUBTOTAL															\$101,836,981.29					
SUBGUARD															1.5%	\$1,527,554.72				
SUBTOTAL															\$103,364,536.01					
CONTINGENCY															30%	\$31,009,360.80				
TOTAL PROJECTED BID															\$134,373,896.82					
															51,886	TF	\$2,590			
															ERT #1	12,913	TF	\$2,590	\$	33,441,971
															ERT #2	12,013	TF	\$2,590	\$	31,111,160
															NRT - NORTH	13,480	TF	\$2,590	\$	34,910,383
															NRT - SOUTH	13,480	TF	\$2,590	\$	34,910,383
																	TOTAL COST	\$	134,373,897	

Production
Rate per
Manhours week
Total
Manhours /Week
Crew
Hours/ Week
No of
People

99,330.07	1200	43.23833	2297	168	14
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	Sandy Impacted Lengths			Entire Tunnel						Manhatt an L.F.	
	Bench Wall (One Side) L.F.	Direct Fixation - T.F.	Bench Wall (Two Sides) LF	Tunnel Full Length* Bench Wall- one side D.F. - T.F.	Bench Full Length	Additional Bench		Sta	Sta		
ERT 1	4,470	8,760	8,940	12,913	25,826	16,886		10,813	2,700	4,800	8,113
ERT 2	4,361	7,563	8,722	12,013	24,026	15,304		10,813	3,600	4,800	7,213
NRT S	3,097	6,300	6,194	13,480	26,960	20,766		32,500	19,020		13,480
NRT N	2,800	5,880	5,600	13,480	26,960	21,360		32,500	19,020		13,480

PROJECT: AMTRAK TUNNEL CLEANING
NEW YORK, NEW YORK

EST BY: JCK DATE: 8/4/2014
CKD BY: DC DATE: 8/4/2014

ITEM NO.	DESCRIPTION	QTY	UNIT	LABOR					MATERIAL		EQUIPMENT		SUBS		TOTAL COST		TOTAL BID COST			
				UNIT COST	MHRS	MHF	\$/HR	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL		
Demo	BENCHWALL DEMOLITION	18,616	CY	\$483.48	53,516.02	2.87	\$168.18	\$9,000,521	\$63.59	\$1,183,774	\$164.62	\$3,064,525	\$0.00	\$0.00	\$711.69	\$13,248,820.20	\$1,295.92	\$24,124,909.20		
Demo	EXISTING CABLE REMOVAL	60,532	LF	\$10.87	4,896.00	0.08	\$134.38	\$657,900	-\$5.87	-\$355,315	\$0.00	\$0	\$0.00	\$0.00	\$5.00	\$302,585.00	\$9.10	\$550,980.05		
Demo	TEMPORARY CONDUIT	60,532	LF	\$19.36	9,696.00	0.16	\$120.83	\$1,171,600	\$8.30	\$502,470	\$0.00	\$0	\$0.00	\$0.00	\$27.66	\$1,674,070.00	\$50.36	\$3,048,330.80		
Demo	TEMPORARY CABLE	60,532	LF	\$22.48	10,128.00	0.17	\$134.38	\$1,360,950	\$120.05	\$7,266,745	\$0.00	\$0	\$0.00	\$0.00	\$142.53	\$8,627,695.00	\$259.54	\$15,710,256.10		
New	PERMANENT CONDUIT	121,064	LF	\$12.94	12,960.00	0.11	\$120.83	\$1,566,000	\$8.04	\$972,780	\$0.00	\$0	\$0.00	\$0.00	\$20.97	\$2,538,780.00	\$38.19	\$4,622,889.89		
New	DRILL & GROUT REBAR	30,461	LF	\$43.33	12,320.00	0.40	\$107.14	\$1,320,000	\$3.53	\$107,383	\$0.00	\$0	\$0.00	\$0.00	\$46.86	\$1,427,382.88	\$85.33	\$2,599,135.77		
New	REINFORCING STEEL	2,792,400	LB	\$3.18	83,200.00	0.03	\$106.73	\$8,880,000	\$0.90	\$2,510,300	\$0.00	\$0	\$0.00	\$0.00	\$4.08	\$11,390,300.00	\$7.43	\$20,740,711.17		
New	FORMWORK	182,772	SF	\$18.05	27,360.00	0.15	\$120.56	\$3,298,400	\$1.35	\$246,463	\$0.00	\$0	\$0.00	\$0.00	\$19.40	\$3,544,863.20	\$35.32	\$6,454,876.85		
New	CONCRETE	18,616	CY	\$343.95	51,089.60	2.74	\$125.33	\$6,402,924	\$246.81	\$4,594,662	\$18.75	\$349,050	\$0.00	\$0.00	\$609.51	\$11,346,636.00	\$1,109.86	\$20,661,202.96		
TOTAL ESTIMATED CONSTRUCTION COST																				
GENERAL CONDITIONS																15.00%		\$54,101,132.29		
																		\$8,115,169.84		
SUBTOTAL																		\$62,216,302.13		
OVERHEAD & PROFIT																20.00%		\$12,443,260.43		
SUBTOTAL																		\$74,659,562.56		
SUBGUARD																1.5%		\$1,119,893.44		
SUBTOTAL																		\$75,779,455.99		
CONTINGENCY																30%		\$22,733,836.80		
TOTAL PROJECTED BID																		\$98,513,292.79		
																15,231	TF		\$6,468	
Notes: Benchwall is 33 SF per Track Foot Demo = 15,231 TF * 33 SF/TF = 18,616 CY (Same for Concrete) Reinforcing = 150 PCY = 18,616 * 150 = 2,792,400 # Formwork = 30,462 LF * 6 FT Height = 182,772 SF																				

PROJECT: AMTRAK TUNNEL CLEANING
NEW YORK, NEW YORK

EST BY: JCK DATE: 8/4/2014

CKD BY: DC DATE: 8/4/2014

[illegible]

Track & Ballast Replacement

	TRACK & BALLAST REPLACEMENT	28,740	TF	\$461.24	55,019.58	1.91	\$240.93	\$13,255,991	\$872.59	\$25,078,125	\$88.43	\$2,541,375	\$0.00	\$0.00	\$1,422.25	\$40,875,491.86	\$2,589.79	\$74,430,591.88		
TOTAL ESTIMATED CONSTRUCTION COST																				
														GENERAL CONDITIONS	15.00%	\$40,875,491.86 \$6,131,323.78				
														SUBTOTAL		\$47,006,815.64				
														OVERHEAD & PROFIT	20.00%	\$9,401,363.13				
														SUBTOTAL		\$56,408,178.77				
														SUBGUARD	1.5%	\$846,122.68				
														SUBTOTAL		\$57,254,301.45				
														CONTINGENCY	30%	\$17,176,290.43				
														TOTAL PROJECTED BID		\$74,430,591.88				
															28,740	TF	\$2,590			
															ERT #1	8,760	TF	\$2,590	\$ 22,686,569	
															ERT #2	7,800	TF	\$2,590	\$ 20,200,369	
															NRT- NORTH	6,300	TF	\$2,590	\$ 16,315,683	
															NRT - SOUTH	5,880	TF	\$2,590	\$ 15,227,971	
																	TOTAL COST	\$ 74,430,592		

PROJECT: AMTRAK TUNNEL CLEANING
NEW YORK, NEW YORK

EST BY: JCK DATE: 8/4/2014
CKD BY: DC DATE: 8/4/2014

ITEM NO.	DESCRIPTION	QTY	UNIT	LABOR					MATERIAL		EQUIPMENT		SUBS		TOTAL COST		TOTAL BID COST			
				UNIT COST	MHRS	MHF	\$/HR	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL		
	BENCHWALL DEMOLITION	18,616	CY	\$642.93	55,290.00	2.97	\$216.47	\$11,968,830	\$68.35	\$1,272,466	\$200.28	\$3,728,438	\$0.00	\$0.00	\$911.57	\$16,969,733.50	\$1,659.88	\$30,900,357.43		
	EXISTING CABLE REMOVAL	60,532	LF	\$10.87	4,896.00	0.08	\$134.38	\$657,900	-\$5.87	-\$355,315	\$0.00	\$0	\$0.00	\$0.00	\$5.00	\$302,585.00	\$9.10	\$550,980.05		
	TEMPORARY CONDUIT	60,532	LF	\$19.36	9,696.00	0.16	\$120.83	\$1,171,600	\$8.30	\$502,470	\$0.00	\$0	\$0.00	\$0.00	\$27.66	\$1,674,070.00	\$50.36	\$3,048,330.80		
	TEMPORARY CABLE	60,532	LF	\$22.48	10,128.00	0.17	\$134.38	\$1,360,950	\$120.05	\$7,266,745	\$0.00	\$0	\$0.00	\$0.00	\$142.53	\$8,627,695.00	\$259.54	\$15,710,256.10		
	PERMANENT CONDUIT	121,064	LF	\$12.94	12,960.00	0.11	\$120.83	\$1,566,000	\$8.04	\$972,780	\$0.00	\$0	\$0.00	\$0.00	\$20.97	\$2,538,780.00	\$38.19	\$4,622,889.89		
	DRILL & GROUT REBAR	30,461	LF	\$43.33	12,320.00	0.40	\$107.14	\$1,320,000	\$3.53	\$107,383	\$0.00	\$0	\$0.00	\$0.00	\$46.86	\$1,427,382.88	\$85.33	\$2,599,135.77		
	REINFORCING STEEL	2,792,400	LB	\$3.18	83,200.00	0.03	\$106.73	\$8,880,000	\$0.90	\$2,510,300	\$0.00	\$0	\$0.00	\$0.00	\$4.08	\$11,390,300.00	\$7.43	\$20,740,711.17		
	FORMWORK	182,772	SF	\$18.05	27,360.00	0.15	\$120.56	\$3,298,400	\$1.35	\$246,463	\$0.00	\$0	\$0.00	\$0.00	\$19.40	\$3,544,863.20	\$35.32	\$6,454,876.85		
	CONCRETE	18,616	CY	\$343.95	51,089.60	2.74	\$125.33	\$6,402,924	\$246.81	\$4,594,662	\$18.75	\$349,050	\$0.00	\$0.00	\$609.51	\$11,346,636.00	\$1,109.86	\$20,661,202.96		
TOTAL ESTIMATED CONSTRUCTION COST																	\$57,822,045.58			
GENERAL CONDITIONS																15.00%	\$8,673,306.84			
SUBTOTAL																	\$66,495,352.42			
OVERHEAD & PROFIT																20.00%	\$13,299,070.48			
SUBTOTAL																	\$79,794,422.90			
SUBGUARD																1.5%	\$1,196,916.34			
SUBTOTAL																	\$80,991,339.25			
CONTINGENCY																30%	\$24,297,401.77			
TOTAL PROJECTED BID																	\$105,288,741.02			
Notes: Benchwall is 33 SF per Track Foot Demo = 15,231 TF * 33 SF/TF = 18,616 CY (Same for Concrete) Reinforcing = 150 PCY = 18,616 * 150 = 2,792,400 # Formwork = 30,462 LF * 6 FT Height = 182,772 SF																				
																15,231	TF	\$6,913		
																ERT #1	4,470	TF	\$6,913	\$ 30,900,182
																ERT #2	4,361	TF	\$6,913	\$ 30,146,688
																NRT - NORTH	3,600	TF	\$6,913	\$ 24,886,053
																NRT - SOUTH	2,800	TF	\$6,913	\$ 19,355,819

PROJECT: AMTRAK TUNNEL CLEANING
NEW YORK, NEW YORK

EST BY: JCK DATE: 8/4/2014
CKD BY: DC DATE: 8/4/2014

ITEM NO.	DESCRIPTION	QTY	UNIT															
				LABOR					MATERIAL		EQUIPMENT		SUBS		TOTAL COST		TOTAL BID COST	
				UNIT COST	MHRS	MHF	\$/HR	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL

Track & Ballast Replacement

TRACK & BALLAST REPLACEMENT		28,740	TF	\$957.40	122,086.33	4.25	\$225.38	\$27,515,661	\$888.92	\$25,547,686	\$155.06	\$4,456,471	\$0.00	\$0.00	\$2,001.39	\$57,519,817.38	\$3,644.34	\$104,738,410.66	
TOTAL ESTIMATED CONSTRUCTION COST																\$57,519,817.38			
GENERAL CONDITIONS															15.00%	\$8,627,972.61			
SUBTOTAL																\$66,147,789.98			
OVERHEAD & PROFIT															20.00%	\$13,229,558.00			
SUBTOTAL																\$79,377,347.98			
SUBGUARD															1.5%	\$1,190,660.22			
SUBTOTAL																\$80,568,008.20			
CONTINGENCY															30%	\$24,170,402.46			
TOTAL PROJECTED BID																\$104,738,410.66			
															28,740	TF	\$3,644		
ERT #1															8,760	TF	\$3,644	\$	31,924,442
ERT #2															7,800	TF	\$3,644	\$	28,425,873
NRT- NORTH															6,300	TF	\$3,644	\$	22,959,359
NRT - SOUTH															5,880	TF	\$3,644	\$	21,428,735